

# Joint Maritime Information Center

## Update 012 - JMIC Advisory Note

### Regional Tension - Impact on Maritime Security

#### Area of Concern:

Arabian Gulf, Strait of Hormuz, Northern Arabian Sea

JMIC# 008-25

Regional Threat Level: **SIGNIFICANT**

#### Update 012

**Headlines:** As of today, Monday, June 23, 2025, the strategic situation in the Strait of Hormuz and broader Middle East remains uncertain following recent US airstrikes on Iranian nuclear facilities. Due to maritime security concerns and warnings, the Threat Level for the maritime domain remains **ELEVATED**.

JMIC has received many questions regarding the Strait of Hormuz and Iran-US Tensions. What we currently know is:

- **Threat of Closure:** Iran's Parliament has approved a motion to close the Strait of Hormuz in response to the US strikes. The final decision rests with the Supreme National Security Council.
- **US Strikes:** The US carried out military actions against three Iranian nuclear sites (Natanz, Isfahan, and Fordow) over the weekend.
- **Iran has responded with retaliatory strikes on Israel, but not the U.S.**

Full Iranian retaliation remains uncertain. Blocking the Strait of Hormuz being the most discussed option which would have severe consequences for shipping. JMIC is persistently monitoring vessel movements in the region and assesses traffic continues to flow through the Strait of Hormuz. JMIC has no indication that commercial maritime activity will be targeted.

The JMIC, advised by official channels, assesses an **elevated threat** and risk for shipping. This is attributed to significant regional conflict, uncertainty of Iranian State and non-State actors and mixed messaging.

**JMIC recommends** the shipping industry remain vigilant to the changing security environment and have threat and risk mitigation plans at-the-ready.

Persistently higher levels of electronic interference, particularly affecting GNSS systems, continue to be experienced throughout a larger section of the region. JMIC reports indicate electronic interference in the Strait of Hormuz, originating from the Port of Bandar Abbas and in the Central Arabian Gulf which

appears still to be excessively affected. Some vessels have chosen to sail through the SoH during daylight hours. Furthermore, JMIC has observed increasing ship congestion near Dubai and in the southern Gulf of Oman, most likely due to waiting for orders. See Figure 1 below.

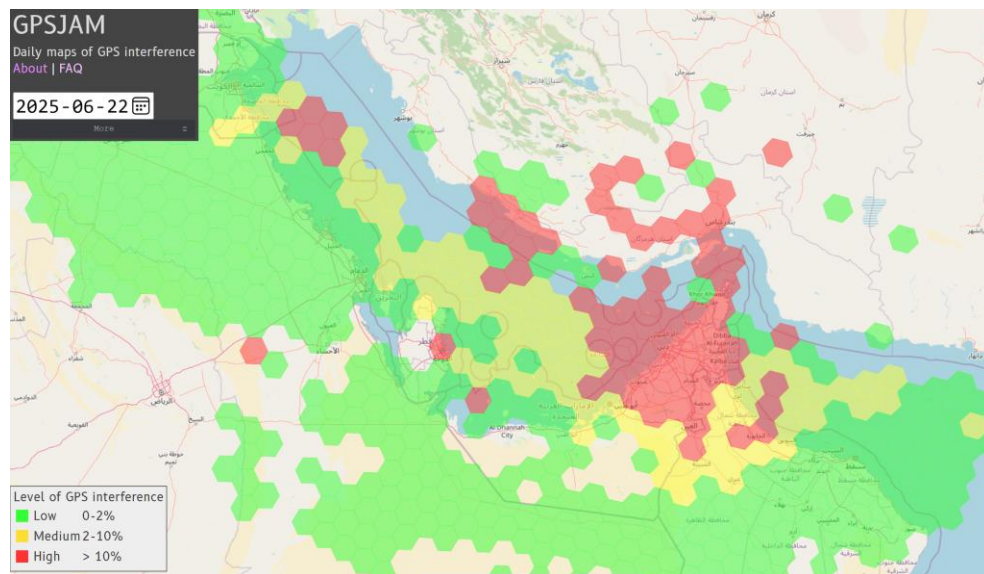


Fig 1. GNSS Interference Map 22<sup>nd</sup> July (source: [gpsjam.org](https://gpsjam.org))

The JMIC continues to monitor the situation closely and will provide timely updates should there be any changes. Monitor the [UKMTO](https://ukmto.org) and [MSCIO](https://mscio.org) website for updated information.

#### 1. Situational updates as of 23 June:

- Iran's Parliament has approved a motion to close the Strait of Hormuz in response to the US strikes. The final decision rests with the Supreme National Security Council.
- June of 2025 averaged 114 vessels transiting the SoH daily. The figures below for June 2025 show consistency in the Strait of Hormuz traffic divided into East- and West transit.

Date	16. June	17. June	18. June	19 June	20 June	21 June	22 June
East transit	65	58	57	53	53	59	67
West transit	53	56	73	50	51	63	50

*\*Data based on cargo-carrying vessels 1,000 GT and above.*

## 2. Maritime Implications and Recommended Actions:

[- Latest guidance JMIC Advisory note 008 update 005](#)

[- JMIC Bridge Emergency Reference Cards](#)

[- BMP – Maritime Security](#)

## 3. Additional Notes:

This update is based on the most recent development over the past 24-hours. JMIC will issue daily updates unless events warrant more expeditious reporting.

**Next Update 24 June**

**Issued by:** JMIC in consultation with UKMTO & MSCIO.

